

1 GEORGE V.

SESSIONAL PAPER No. 37

A. 1911

# SIXTH ANNUAL REPORT

OF THE

# COMMISSIONERS OF THE TRANS- CONTINENTAL RAILWAY

BEING FOR THE

FISCAL YEAR ENDED MARCH 31

1910.



OTTAWA

PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1910

[No. 37—1911]



## THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

OTTAWA, June 17, 1910.

Honourable GEORGE P. GRAHAM, P.C.,  
Minister of Railways and Canals,  
Ottawa.

SIR,—We have the honour to transmit through you to His Excellency the Governor General in Council our sixth annual report, being for the fiscal year ended March 31, 1910, setting forth the receipts and expenditures in connection with the Eastern Division of the National Transcontinental railway, and such other matters in relation to the said railway as appear to be of public interest.

Information in detail as to the progress of the work will be found in the report of the Chief Engineer and in the reports of the District Engineers hereto annexed.

The total expenditure during the said fiscal year amounts to \$19,968,126.86, making the total expenditure to March 31, 1910, \$71,918,843.88.

The total grading done to March 31, 1910, was 1,106 miles.

The total track-laying done to March 31, 1910, was 8,132.2 miles, of which 698.7 miles was in main line and 114.5 in sidings.

The total contracts for steel superstructures and bridges and viaducts awarded to March 31, 1910, amount to 38,984 tons, of which completed bridges = 12,975 tons, and uncompleted = 26,009 tons.

During the fiscal year the following contracts, after having been duly advertised, and sanctioned by the Governor in Council, as required by the National Transcontinental Railway Act, have been awarded in each case to the lowest tenderer, as follows, viz.:—

### STEEL BRIDGES.

Dominion Bridge Company, steel superstructure for Vermilion River bridge, at mile 145, District 'B,' west of the Quebec bridge. Price: steel, 4.22 cents per lb., timber and floor system, \$48 per M., b.m.

Dominion Bridge Company, steel superstructures for double track railway and lift bridge across the Red river between St. Boniface and Winnipeg. Price: steel, 4.30 cents per lb.; timber and floor system, \$35 per M., b.m.

Hamilton Bridge Works Company, steel superstructure for bridges over Mistongo and Abitibi rivers. Price:—

Mistongo, steel, 3.58 cents per lb.; timber and floor system, \$51 per M., b.m.

Abitibi, steel, 3.86 cents per lb.; timber and floor system, \$50.50 per M., b.m.

Wm. P. McNeil & Co., Limited, steel superstructure for three railway bridges, viz.:—

Cains river, steel, 3.96 cents per lb.; timber and floor system, \$45 per M., b.m.

Juniper brook, steel, 4 cents per lb.; timber and floor system, \$45 per M., b.m.

Odell brook, steel, 4 cents per lb.; timber and floor system, \$45 per M., b.m.

Hamilton Bridge Works Company, steel superstructure for four steel railway bridges, viz.:—

Overcrossing of Brûlé creek, Frederickhouse river, Buskegow river and Driftwood river. Prices: steel, 4.70 cents per lb., 4.60 cents per lb., 4.60 cents per lb., and 4.60 cents per lb., respectively; timber and floor system, \$51 per M., b.m.

Canadian Bridge Co., Limited, steel superstructure for three steel railway bridges, viz.:—

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Circle river, Low Bush and Mettagami rivers. Prices: steel, 4.35 cents per lb., 4.35 cents per lb., and 4.30 per lb., respectively; timber and floor system, \$50 per M., b.m.

Dominion Bridge Company, steel superstructure for two steel railway bridges, viz.:—

Sw. Miramichi and N.B. S.-w. Miramichi. Price: steel, 4.17 cents per lb.; timber and floor system, \$47 per M., b.m.

Canadian Bridge Company, steel superstructure for three steel railway bridges, viz.:—

Sturgeon river, mile 94; Sturgeon river, mile 119.5, and Sioux Lookout river, District 'F.' Price, steel, 4.67 per lb.; timber and floor system, \$50 per M., b.m.

Wm. P. McNeil & Co., Limited, steel superstructure for two steel railway bridges, viz.:—

Overcrossing of highway, District 'A'; Abenakis river, District 'B.' Price, steel, 4.34 cents per lb.; timber and floor system, \$51 per M., b.m.; and steel, 4.27 cents per lb.; timber and floor system, \$48 per M., b.m., respectively.

Haney, Quinlan & Robertson, substructure for Red River bridge, as per schedule of prices.

The Hamilton Bridge Works Co., Limited, steel superstructure for the following bridges, viz.:—

Poplar Rapids river and Wellington creek, District 'D.' Price: steel, 4.55 cents per lb.; timber and floor system, &c., \$53 per M., b.m.

Dominion Bridge Co., Limited, steel superstructure for eight steel railway bridges, District 'B,' as follows, viz.:—

Flamand river, Little Flamand river, 2nd crossing St. Maurice, 3rd crossing St. Maurice, Manuan river, 1st crossing Ribbon river, Atikmakik creek and Blue river, at following prices, respectively, viz.: steel, 4.43c., 4.27c., 4.27c., 4.27c., 4.27c., 4.30c., 4.22c. and 4.34c. per lb. Timber and floor system, Blue river, \$48 per M., b.m., all others \$51 per M., b.m.

The Canadian Bridge Co., Limited, superstructure for steel railway bridge at Ground Hog river, District 'D.' Price: steel, 4.57c. per lb; timber and floor system, \$54 per M., b.m.

### SHOPS.

Haney, Quinlan & Robertson. Construction of locomotive and other shops about six miles east of Winnipeg, for a lump sum of \$869,000, with schedule of prices for additions and deductions.

### RAIL FASTENINGS.

Montreal Rolling Mills Company. 134 tons steel track spikes, delivered free on dock West Fort William, at \$2.08 per 100 lbs.

Gananoque Bolt Company. 37 net tons track bolts and nuts, delivered free on dock West Fort William, at \$2.78 per 100 lbs.

Hamilton Steel and Iron Co., Limited. 275 gross tons steel splice bars, delivered free on dock West Fort William, at \$36.96 per gross ton.

### STEEL RAILS.

The Algoma Steel Co., Limited. 5,154 gross tons steel rails, delivered free on dock West Fort William, at \$32.75 per gross ton.

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## STATION BUILDINGS, &amp;c.

John J. Vopni, Winnipeg. For construction of station buildings, section and tool-houses and closets, between Lake Superior Junction and St. Boniface, Man., for following prices, viz.:—

As per plan No. 1, each.....	\$5,164 56
"    No. 2 " .....	3,619 35
"    No. 3 " .....	3,386 05
Standard section houses, each.....	2,568 00
"    " tool houses, No. 1, each.....	167 45
"    " " No. 2 " .....	264 25
"    " house closet.....	144 50
"    " " .....	133 50

with schedule of prices to apply to additions and deductions.

## RESERVOIR.

Haney, Quinlan & Robertson. Construction and erection of a two million gallon reservoir in connection with the railway shops east of Winnipeg. Price, \$83,773, with schedule of prices for additions and deductions.

## PUMP-HOUSE.

The J. McDiarmid Co., Limited, Winnipeg. Construction of pump-house in connection with the railway shops east of Winnipeg. Price, \$10,874.39, with schedule of prices for additions and deductions.

The Brydges Engineering and Supply Company. Equipment of pump-house in connection with the railway shops east of Winnipeg. Price, \$16,798, with schedule of prices for additions and deductions.

## QUEBEC TERMINALS.

A contract between the Quebec Bridge and Railway Company and Mr. M. P. Davis, dated July 27, 1903, providing for the construction of the lines of railway connecting the Quebec bridge with the city of Quebec and with certain other railways was by order in council, dated the 16th of February, 1909, transferred to the Commissioners.

The whole respectfully submitted.

W. S. CALVERT,  
C. F. McISAAC,  
C. A. YOUNG,  
S. N. PARENT,

*Chairman.*

*The Commissioners of the Transcontinental Railway, Ottawa, Ont.*

SIRS,—I beg to submit the following report on the progress of the work under the charge of my predecessor, Mr. Hugh D. Lumsden, from March 31, 1909, to July 21, 1909, and under my supervision from the date of my appointment as your Chief Engineer, July 21, 1909, to March 31, 1910.

## DISTRICT 'A.'

The progress made on the general contracts Nos. 1 to 6, inclusive, in this District, has been satisfactory; the average number of men employed during the year being 2,745, and horses, 413.

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Contracts have been let for steel bridges as given in table below, and progress on same is indicated therein.

Name.	Through Mileage.	Remarks.
Overcrossing highway.....	8.50	Completed.
Canaan River viaduct.....	21.70	"
Overcrossing Red Bank Rd.....	54.60	"
Salmon River (Chipman).....	57.00	"
Overcrossing Salmon River Rd.....	57.50	Nil.
Newcastle Stream.....	67.00	Completed.
Cains River.....	82.00	97% "
S. W. Miramichi River.....	124.50	45% "
N. B. of S. W. Miramichi River.....	133.00	45% "
Juniper Brook.....	134.07	40% "
Odell Brook.....	150.00	40% "
Tobique River.....	165.20	52% "
Little Salmon River.....	184.70	61% "
Little River.....	192.00	97% "
Four Mile Brook.....	197.60	69% "
Grand River.....	207.80	77% "
Sigas River.....	209.80	77% "
Quisibis River.....	213.80	65% "
Green River.....	220.90	73% "
Iroquois River.....	227.80	97% "
Madawaska River.....	230.20	87% "
Overcrossing Ferry Road.....	230.30	97% "
Baker Brook.....	243.80	47% "

The total length of main line in this district is 256.61 miles, on which track has been laid for 155.91 miles, in addition to 26.2 miles of sidings. Total grading done to date, 246 miles.

## DISTRICT 'B.'

The progress made on the general contracts, Nos. 7 to 12, inclusive, in this district, has been satisfactory, except in the case of contract No. 9, where the work done and force employed could have been greater. The average number of men employed during the year was 3,967, and horses, 592. Contracts have been let to date for steel bridges as in the table below, and progress on same is indicated therein:—

Name.	Through Mileage.	Remarks.
Blue River.....	276.74	Nil.
Abenakis River.....	414.54	35 % completed.
Etchemin River.....	420.38	"
Overcrossing, Q.C.R.....	433.19	"
River le Bras.....	446.54	37 % "
Undercrossing, I.C.R.....	457.81	"
Highway Viaduct.....	458.21	70 % "
Cap Rouge.....	462.34	"
Cap Rouge Highway.....	462.34	"
River aux Pommes.....	479.24	"
Jacques Cartier.....	481.74	69 % "
Portneuf River.....	488.64	"
Grand Bras d'Arme.....	498.64	55 % "
Lachevrotiere River.....	499.67	45% "
Ste. Annes River.....	503.24	63% "
River Noire.....	504.74	95% "
Nigerette River.....	505.74	19% "
Charest River.....	510.44	"
Batiscan River.....	524.74	"
Overcrossing, Public Rd., M. 70.8.....	530.54	"

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Name.	Through Mileage.	Remarks.
Tawachiche River.....	542.74	Completed.
Roberge Creek.....	544.74	"
River des eaux Mortes.....	554.74	"
River du Milieu.....	556.74	"
1st Crossing, Brochet River.....	558.74	"
2nd "	561.24	"
3rd "	561.74	"
4th "	568.24	"
5th "	599.34	90 %
Creek à Beauce.....	604.74	"
Overcrossing, Q. and L. St. J. Ry.....	607.99	"
Little Bostonnais River.....	609.24	"
Big Bostonnais River.....	614.44	"
Croche River.....	617.44	"
1st Crossing, St. Maurice River.....	618.34	"
River au Lait.....	618.64	"
Vermilion River.....	634.74	97 %
Flamand River.....	655.74	Nil.
Little Flanand River.....	664.24	"
2nd Crossing, St. Maurice River.....	677.74	"
3rd "	685.14	"
Manuan River.....	686.92	"
1st Crossing, Ribbon River.....	687.62	"
Atikmahik Creek.....	691.62	"

The total length of main line track in this District is 507.22 miles, and main line track has been laid on 216.4 miles, in addition to 19.2 miles of sidings. Total grading done to date 358.25 miles.

## DISTRICT 'C.'

Construction work in this District is now in progress. The average number of men employed for the year was 301, and horses, 14. The total mileage across this District, after transferring 107 miles to District 'B,' and taking 31.62 miles from District 'D,' is 192.91 miles.

Total grading done to date, 13 miles.

## DISTRICT 'D.'

The progress made on general contracts Nos. 14 and 15 has been satisfactory. The average number of men employed during the year was 1,925, and horses, 180.

Contracts have been let for steel bridges as given in table below, and progress is indicated therein.

Name.	Through Mileage.	Remarks.
Circle River.....	987.37	46% Completed.
Low Bush River.....	987.62	46% "
Mistongo River.....	1002.12	59%
Abitibi River.....	1020.12	88%
Brule Creek.....	1024.12	48%
Drederrickhouse River.....	1034.41	66%
Buskegow River.....	1038.60	34%
Driftwood River.....	1048.62	38%
Mattagama River.....	1060.12	Nil.
Poplar Rapids River.....	1066.62	"
Wellington Creek.....	1074.37	"
Ground Hog River.....	1078.62	"

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The total mileage across this District is 216.11 miles, on which 57.9 miles of main track and 9.9 miles of sidings have been laid.

Total grading done to date, 127.5 miles.

DISTRICT 'E.'

The progress of construction on Contract No. 18 has been satisfactory, the average number of men employed during the year being 653, and horses, 105.

The total mileage across this District is 255.19 miles.

Total grading done to date, 41.5 miles. No track laying has been done.

DISTRICT 'F.'

Contract 21. The average number of men employed on the District during the year was 2,409, and 244 horses.

Contracts have been let to date for steel bridges as given in the table below, and the progress on same is indicated therein.

Name.	Through Mileage.	Remarks.
Sturgeon River.....	1522.04	3% Completed.
Sturgeon River.....	1547.54	Nil.
Sioux Lookout River.....	1554.49	"
1st Crossing Edith Creek.....	1587.54	Completed.
2nd " "	1587.94	"
Wabigoon River.....	1626.54	"
Creek Crossing, M. 108.....	1662.54	"
Creek Crossing, M. 118.25.....	1672.79	"
Macfarlane River.....	1685.01	97%
Winnipeg River.....	1690.01	"
Creek Crossing, M. 158.75.....	1713.76	"
Over 'Xing, C.P.R.....	1736.61	"
Whitemouth River.....	1749.27	"
Brokenhead River, E. Branch.....	1767.40	"
Brokenhead River, W. Branch.....	1774.00	"
Red River and approaches.....	1805.70	35%

The entire line to Winnipeg is now under contract.

With regard to the entrance into Winnipeg, some delay has arisen in arranging mutually satisfactory crossings of the different railways in that vicinity. Two routes have been located and submitted to the government, but a definite final route has not yet been agreed upon.

A contract was let to Messrs. Haney, Quinlan & Robertson for the substructure of a double-track bridge over the Red river, between St. Boniface and Winnipeg, and the approach thereto between the west bank of the river and the west side of Water Street in the city of Winnipeg, and good progress has been made on this contract.

The track was finally connected on Contract 21, between Lake Superior Junction and the Dundee Branch of the Canadian Northern railway in St. Boniface, in October, 1909, and 59 per cent of the ballasting is done. The completion of ballasting, some train filling, two engine houses and other minor items, totalling about 5 per cent of the contract, remain to be completed.

A contract for the station buildings, section houses, &c., between Winnipeg and Lake Superior Junction, was let to J. J. Vopni, on May 7, 1909, and the work is 46.7 per cent completed.

Mileage from Moncton, N.B., to Winnipeg, Man., 1,804.84 miles.

Total grading done to date, 1,106 miles.

Track-laying done to date: 698.7 miles of main line; 114.5 miles of sidings; total, 813.2 miles.

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Contracts for steel bridge superstructures let to date: 38,984 tons; completed bridges, 12,975 tons; bridges to be completed, 26,009 tons.

## DISPUTES WITH THE GRAND TRUNK PACIFIC RE CLASSIFICATION AND ARBITRATION.

On assuming the duties of your Chief Engineer, I found that my predecessor had refused to sign the progress estimates recently returned for Districts 'B' and 'F,' on account of his having differed with his engineers as to the classification, and also as to the amount of rock returned outside the regular section for rock cuts.

Under these circumstances, it became necessary for me to at once go over the work on those Districts and see for myself if the contract and specifications had been adhered to or not.

Being aware that you have an agreement with the Grand Trunk Pacific Railway Company, who, by an Act of Parliament, have joint supervision, inspection and acceptance of the work; that in case of dispute between your engineers and theirs, your Chief Engineer and the Assistant Chief Engineer of the Company would consult and, if possible, determine all such objections or disputes, I accordingly on July 21, 1909, wrote the Assistant Chief Engineer of the Company, and asked him to accompany me to the work with a view to settling all disputes, if possible. This he declined to do.

I accordingly went over the work in Districts 'B' and 'F' that had recently been inspected by my predecessor, and found that, in the matter of classification, some of the engineers, in my opinion, had misunderstood Mr. Lumsden's interpretation of the specifications and his explanatory blue print diagram.

With regard to returns made for rock moved outside the regular section in rock cuts (commonly known as 'overbreak'), more of this I found had been returned than circumstances would warrant, and I made deductions accordingly. The engineers on the work informed me that returns for this material were made in accordance with instructions contained in Mr. Lumsden's circular letter, dated February 11, 1909, issued for their guidance in making their returns for that material.

You are aware that I was unable to complete my inspection of District 'B' on account of the renewal of negotiations for arbitration with the officials of the Grand Trunk Pacific, which negotiations being completed, I was instructed to proceed to Winnipeg with Mr. Collingwood Schreiber, who had been agreed upon between Mr. Kelliher and myself as third arbitrator. We arrived in Winnipeg on October 2, but as Mr. Kelliher refused to sign the joint letter appointing Mr. Schreiber, we were obliged to return without having accomplished anything in the matter of settling disputes.

Further negotiations were then carried on with the Grand Trunk Pacific officials, as a result of which, Mr. Schreiber and myself again left for Winnipeg to meet Mr. Kelliher, which we did on November 22, and Mr. Kelliher signed the joint letter appointing Mr. Schreiber third arbitrator.

We at once proceeded to the work, but on going over the line, found that, on account of there being snow on the ground, we could not take up the matter of classification until next spring. However, Mr. Kelliher and myself were able to take up and succeeded in adjusting the greater part of the disputes in regard to the matter of rock removed outside the regular section in rock cuttings (commonly known as 'overbreak'), this not being obscured by reason of the snow.

These agreements were reached without reference to the third arbitrator, and where they involved deductions these have been made from the Contractors' Progress Estimates. In cases where agreements were not reached remeasurements will have to be made, which, when completed, a decision will be given by the third arbitrator.

I attach herewith reports from the various District Engineers, and also a list of casualties among contractors' employees, compiled from reports from my District Engineers.

Your obedient servant,

GORDON GRANT, *Chief Engineer.*

OTTAWA, June 2, 1910.

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## LIST OF CASUALTIES—CONTRACTORS' EMPLOYEES.

Date.	Killed.	Injured.	Cause.
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## DISTRICT 'A.'

1909.			
Apr. 25.....	Thos. Johnson .....	.....	Earth slide.
May 11.....	Italian.....	.....	Drowning.
June 15.....	.....	Wm. Leamen.....	Fell from trestle.
" 18.....	D. Oxobota.....	.....	Explosion.
" 18.....	Wm. Simpson.....	P. Coughner.....	
	1 Italian .....	2 Italians.....	Derailment.
July 6.....	Leve Dare.....	.....	Crushed by car.
" 22.....	Roy Keddy.....	.....	Earth slide.
Aug. 14.....	John McMullin.....	J. Robertson.....	
		J. Runnols.....	
" 21.....	S. Ioancheff.....	H. Patterson.....	Trestle fell.
" 23.....	A. Bevilacque.....	.....	Explosion.
" 28 .....	Nathan E. Earle.....	.....	Crushed by car.
Oct. 16.....	.....	Wm. Barndeau.....	Explosion.
Nov. 3.....	Alesanzo Stella.....	.....	Crushed by car.
" 20.....	Al Moore.....	.....	Explosion.
			Crushed by wagon.
1910.			
Mch. 5.....	S. Bellen.....	B. Chiovani.....	Explosion.

## DISTRICT 'B.'

1909.			
May 22.....	John Budock .....	.....	Landslide.
" 23.....	Jacob Hill.....	.....	Drowned.
" 23 .....	Ed. Hill.....	.....	"
" 23.....	H. Hill.....	.....	"
June 22.....	M. Silveni.....	.....	Explosion.
Aug. 26.....	Neil McKinnon .....	.....	Drowned.
" 29.....	Guiseppi Colomico.....	.....	Killed by car.
Sept. 4.....	Wilfrid Lesueur (Engineering staff.)	.....	Drowned.
Oct. 24.....	Michel Careo .....	.....	Explosion.
1910.			
Mch. 31.....	Jean Coreller.....	.....	Landslide.

## DISTRICT 'C.'

	No Casualties.	
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## DISTRICT 'D.'

1909.			
July 1.....	G. Ekenstam.....	.....	Drowned.
	E. Q. Wordsworth.....	.....	"
	Contractors' Fireman.....	.....	Killed by steam shovel.
	W. E. Cole.....	.....	Typhoid.

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LIST OF CASUALTIES—CONTRACTORS' EMPLOYEES—*Continued.*

Date	Killed.	Injured.	Cause,
DISTRICT 'E.'			
1909			
Apr. 14 . . . . .	Jno. R. Carnichael . . . . .		Explosion
" 23 . . . . .	Jno. Hendricks . . . . .		"
May 1 . . . . .	E. A. Hugglap . . . . .		Suicide by hanging.
" 6 . . . . .	Wm. Saddler . . . . .		Killed by falling tree.
June 18 . . . . .	Frank Havise . . . . .		Nephritis.
Aug. 8 . . . . .	Edward Ovison . . . . .		Typhoid fever.
" 25 . . . . .	Geogon Giovanni . . . . .		Suicide by shooting.
Sept. 1 . . . . .	John A. Hanlan . . . . .		Heart disease.
Oct. 7 . . . . .	Austin T. Kendal . . . . .		Influenza.
Dec. 13 . . . . .	Harold Vixstrom . . . . .		Typhoid.
1910.			
Feb. 10 . . . . .	Dominica Souci . . . . .		Dynamite explosion.
" 10 . . . . .	Francesco Sdao . . . . .		"
" 10 . . . . .	Jas. Murphy . . . . .		"
DISTRICT 'F.'			
1909			
July 13 . . . . .	Mike Fornick . . . . .	J. McLeod . . . . .	Run over by ballast train.
		L. Strougal . . . . .	"
Oct. 29 . . . . .	Alfred Gerdine . . . . .		Flying rock.
Dec. 9 . . . . .	John Salp . . . . .	Unknown . . . . .	Premature explosion.
1910.			
Mch. 16 . . . . .	James Miguacho . . . . .		Explosion.
" 16 . . . . .	Jas. Rosa . . . . .		"
" 16 . . . . .	Steve Poscuale . . . . .		"
" 16 . . . . .	F. Lauso . . . . .		"

GORDON GRANT, Esq.,

Chief Engineer, National Transcontinental Railway, Ottawa.

DEAR SIR,—I beg to submit my report of progress in District 'A' for the year ending March 31, 1910.

In general, I may say that satisfactory progress has been made by the various contractors in spite of the very indifferent weather up to the end of 1909. During the winter practically nothing has been done on contracts Nos. 1, 2, 3 and 6—the work remaining to be done on Nos. 1, 3 and 6 being advanced to the stage where very little winter work could be done. On contract No. 2 the J. W. McManus Company had to suspend operations until the Salmon River bridge was completed before they could finish the balance of grading. This bridge was practically completed on March 31. On contracts 4 and 5 work was carried on throughout the year. It is my expectation that contracts 1, 2, 3 and 6 will be completed during 1910; Nos. 4 and 5 should be completed in 1911. Over 78 per cent of the work on the District has been done.

*Contract No. 1, Mile 0-50.*—At March 31, 1909, 59 per cent of the work had been done. At the same date in this year almost 95 per cent has been accomplished. Grading is 99 per cent done and concrete work about 97 per cent. 49.4 miles of track have been laid on this contract as follows:—

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	Miles.	Miles.
Main line.—		
Mile 0.075 to mile 35.2 . . . . .	35.125	
Mile 45.5 to mile 50.0 . . . . .	4.546	
		39.671
Sidings		
Near mile 6.0 1-3500 feet . . . . .	0.663	
Near mile 14.5 1-3500 feet . . . . .	0.663	
Near mile 23.0 1-3477 feet . . . . .	0.658	
		1.984
Connection with I.C.R.—		
Near mile 11.0 . . . . .	0.765	
Salisbury ballast pit branch and connections—		
Near mile 11.5 . . . . .	7.003	
		7.768
Total . . . . .		49.423

Ballasting has been carried forward with the tracklaying, and track is full ballasted to mile 30 and first lift from mile 30 to mile 35. This contract will probably be completed by September.

The Canada Foundry Company erected the superstructure of Canaan River viaduct, mile 21.7, during the spring of 1909.

*Contract No. 2, Mile 50-58.*—Better progress has been made in the last twelve months than I was able to report a year ago, and 61 per cent of the work is done. The difficult nature of the foundation at the Salmon river was greatly increased by the high water which was at freshet level several times during the year. The substructure, however, was completed during this last winter and the Canada Foundry Company have erected the steel superstructure and only painting the same remains to be done. The McManus Company were prepared to begin hauling material, for the embankment in west approach, over this bridge as soon as it was ready. The Dominion Bridge Company erected the through girder at Red Bank Road crossing, mile 54.5.

Track has been laid as follows:—

	Miles.	Miles.
Main Line.—		
Mile 52.2 to mile 56.7 . . . . .	4.545	
Mile 57.1 to mile 58.0 . . . . .	0.891	
		5.436
Connection with N. B. C. and Ry. Co's. line—		
Near mile 56.5 . . . . .	1.220	1.220
Total . . . . .		6.656

The McManus Company should finish their contract by October of this year.

*Contract No. 3—Mile 58-97.*—Grading is 92 per cent done. Concrete 77½ per cent done. All classes of work 81 per cent done. The wet season of 1909 held up grading to a great extent but all subcontractors were finished by the first of the winter, and the Toronto Construction Company have done considerable train-filling, track-laying and ballasting. The Structural Steel Company completed their contract for the erection of Newcastle stream viaduct, and the Wm. P. McNeil Company erected the span at Cain's river, mile 81.7.

Track has all been laid on main line over this contract except a gap of a few hundred feet at west approach to Newcastle stream.

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Sidings and spurs have been laid as follows:—

	Mile.
Sidings—	
Near mile 96.5.. . . . .	0.820
Connection with N. B. Coal and Ry. near mile 58.5.. . . . .	0.914
Connection with I. C. R. near mile 96.5.. . . . .	1.370
Spur to ballast pit—	
Near mile 80.. . . . .	1.442
	<hr/>
Total.. . . . .	4.546

First lift of ballast extends from mile 78½ to mile 91 and from there to west end of contract at mile 97 is full ballasted.

*Contract No. 4—Mile 97 to mile 164.*—Grading is 83 per cent done. Concrete 64½ per cent, and of the whole contract nearly 73 per cent has been completed. Substructures are ready for steel bridges at N.W. Miramichi, north branch of S. W. Miramichi, and Juniper brook.

Track has been laid as follows:—

	Miles. Miles.
Main line—	
Mile 97.3 to mile 132.. . . . .	34.7
Siding—	
Near mile 108.5 to mile 1-3500 feet.. . . . .	0.663
Divisional yard—	
Mile 117.5.. . . . .	3.900
	<hr/>
Total.. . . . .	39.263

A full lift of ballast extends from mile 97 to mile 102. From there to the west end of track-mile 132 a train lift has been put in.

*Contract No. 5—Mile 164 to 195.*—Grading is of 81½ per cent done. Concrete 79 per cent. total contract practically 75 per cent done. It was decided to tunnel at mile 178 and the work was carried on during the winter and on March 31 it was expected to have the heading through by the middle of April. The substructure of Tobique river bridge was completed during the winter and the Canada Foundry Company expect to have the bridge erected by August. As soon as it is ready, the Williard Kitchen Company intend laying track, and, if possible, get the steel to Graham Brook—Mile 180—this fall so that erection of viaduct at that point can go forward. The track will be laid from the west end of this contract to Little Salmon river by June 1 and the Dominion Bridge Company may begin the erection of superstructure by that date. During the last year the Structural Steel Company erected the viaduct at Little river.

Track has been laid as follows:—

	Miles. Miles.
Main line—	
Mile 164.0 to mile 165.1.. . . . .	1.13
Mile 190.6 to mile 195.2.. . . . .	4.626
Connection with Canadian Pacific Railway—	5.756
Near mile 194.9.. . . . .	1.045
Ballast pit spur—	
Near mile 193.9.. . . . .	0.600
	<hr/>
Total.. . . . .	1.645
	<hr/>
Total.. . . . .	7.401

No ballasting has been done.

1 GEORGE V., A. 1911

*Contract No. 6, Mile 195 to 256.*—The principal work remaining to be done on this section is tracklaying, ballasting and train-filling. Grading is 94 per cent done, concrete 91 per cent and of the whole contract 82½ per cent. The Dominion Bridge Company have erected superstructures at Ferry Road Crossing, mile 34·5, Madawaska river and Iroquois river. The track will be laid from the east end of the contract to Four-mile brook to permit of the erection of the viaduct at this point early in the season. The diversion of the Temiscouata railway has been completed and the Canadian Pacific Railway division will be finished during this year.

Tracklaying has been done as follows:—

		Miles.	Miles.
Main line—			
Mile 227·8 to mile 256·5	...	28·741	28·741
Sidings—			
Near mile 230·7	...	0·687	
“ “ 237·8	...	0·663	
“ “ 242·7	...	0·663	
“ “ 246·7	...	0·114	
“ “ 255·8	...	0·663	2·790
Ballast pit spur—			
Near mile 239·3	...	0·663	0·663
Total	...	32·194	

The first lift of ballast extends from mile 230 to the Quebec boundary.

#### RIGHT OF WAY.

Madawaska county has the smallest percentage of settlements, but reasonable progress is being made.

#### POLICE AND FIRE PROTECTION.

The service rendered by the commissioner and chief of police and assistants has been efficient and satisfactory, and the sale of intoxicating liquors has been effectually controlled. In the matter of fire protection, our contractors have cheerfully co-operated with the fire wardens.

#### CASUALTIES ON CONSTRUCTION.

No fatal accidents have occurred to any of my staff. Amongst the contractors' employees there were 14 men killed and 9 injured. The following is a list:—

Date.	Con.	Killed.	Injured.	Cause.
1909.				
April 25..	4	Thos. Johnson	...	Earth slide.
May 11	1	Italian	Wm. Leaman.	Drowning.
June 15..	1			Fell from trestle.
“ 18	5	D. Oxobota		Explosion.
“ 18..	2	Wm. Simpson	P. Cougher	
		1 Italian	2 Italians	Derailment.
July 6..	3	Leve Dare		Crushed by car.
“ 22..	6	Roy Keddy		Earth slide.
Aug. 14..	3	John McMullin	{ J. Robertson. J. Runnols H. Patterson	Trestle fell.
“ 21	3	S. Ioancheff		Explosion.
“ 23	6	A. Bevilacque		Crushed by car.
“ 28	5	Nathan E. Aarle		Explosion.
Oct. 16..	2		Wm. Barndeau	Crushed by car.
Nov. 3..	1	Alesanzac Stella		Explosion.
“ 20	4	Al. Moore		Crushed by wagon.
1910.				
Mar. 5..	5	S. Bellen	B. Chiovani	Explosion.

All of which is respectfully submitted.

(Sgd.) C. O. FOSS,

ST. JOHN, N.B., May 18, 1910.

*District Engineer.*

## SESSIONAL PAPER No. 37

QUEBEC, May 18, 1910.

GORDON GRANT, Esq.,  
 Chief Engineer, Transcontinental Railway,  
 Ottawa.

SIR,—I beg to inclose you my annual report for the fiscal year ending March 31, 1910.

## FINAL MILEAGE.

1. The final mileage of District 'B' has not varied since our annual report ending March 31, 1909. On that part of District 'C' which was made over to District 'B' some changes have been made in the revision of the final location which have lengthened the chainage slightly, but I have no doubt that the difference in length will be equalized in the revision of that portion of the line which is not yet under construction.

## CONSTRUCTION STAFF.

2. Owing to the advanced state of the work, we have closed down several of the residencies, and further reductions in the staff will be made as soon as practicable.

## TRANSPORT.

3. The transport of provisions for our engineers west of Weymontachene was given by contract. Owing to the early break up of the roads this spring, we were not successful in delivering our supplies as far west as we had hoped, and construction on about ten miles of work will be delayed till next year, particularly as the contractors themselves are short of provisions and material for this portion of the work.

## CASUALTIES ON ENGINEERING STAFF.

4. Wilfrid Lesuer, chairman of Residency 29, was drowned in the Vermilion river on September 4, whilst returning from work. His body was recovered later and forwarded to his home at La Tuque.

## CASUALTIES ON CONSTRUCTION.

5. The casualties amongst the contractors' employees during the year were as follows:—

*On Macdonell and O'Brien's Contract.*

May 22, 1909, steam shovel pit, mile, 140, Quebec bridge westerly, Macdonell & O'Brien.—

John Budock, Polander, buried by landslide.

May 23, 1909, St. Maurice river, Craig & Thompson, sub-contractors.—

Jacob Hill, Finlander, drowned.

Ed. Hill, Finlander, drowned

H. Hill, Finlander, drowned.

June 22, 1909, ballasting gang, mile 95, Quebec bridge westerly.—

M. Silveni, Italian, killed by explosion while thawing dynamite.

August 26, 1909, Weymontachene, Macdonell & O'Brien.—

Neil McKinnon, drowned while in charge of scow on the Manouan river.—

August 29, 1909, ballasting gang, La Tuque.—

Guiseppi Colomico, killed by falling between cars.

October 24, 1909, Weymontachene, D. R. McDonald, sub-contractor.

Michel Careo, killed by dynamite explosion while loading a hole.

March 31, 1910, Mile 17, District B-c-b, D. R. McDonald, sub-contractor.—

Jean Coreller, Frenchman, buried in landslide.

There have been no casualties on the Messrs. M. P. & J. T. Davis' contracts Nos. 7, 8 and 9, between March 31, 1909, and March 31, 1910.



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## BALLASTING.

9. East of the Quebec bridge about 15 miles of track have been ballasted.

West of the Quebec Bridge ballasting has been done from mile 50 to the Vermilion river at mile 145, and a first lift given to the track between miles 145 and 160.

## FENCING.

10. The fencing has progressed satisfactorily. Posts have been taken out and wire distributed for the balance of the fence during the winter.

## TELEGRAPH LINE.

11. No telegraph line has been erected east of the Quebec bridge, but posts have been delivered during the winter.

West of the Quebec bridge, on the first 50 miles, some 20 miles have been erected.

On the next 100 miles, or Macdonell & O'Brien's contract, the telegraph line is completed, though but one wire has been strung. Posts have been taken out for the line further west.

## RAILWAY CROSSINGS.

12. East of the Quebec bridge the Quebec Central railway and Intercolonial railway overcrossings, at miles  $26\frac{1}{2}$  and  $2\frac{1}{2}$  respectively, have been completed. The Intercolonial Railway level crossing at mile 4 is not yet put in, though the diamond for the crossing has been delivered on the ground.

West of the Quebec bridge, the level crossing of the Canadian Pacific railway at St.-Basile, mile 27, and of the Canadian Northern Quebec railway at Hervey Junction, mile 73, were completed previous to March 31, 1909. The overcrossing of the Quebec & Lake St. John railway at La Tuque, mile 118, was completed during the summer of 1909.

## WATER SERVICE.

13. During the year a water tank was erected at Lac à Beauce, mile 115, and at Ludger Noel siding, mile 141.

I have the honour to be, sir,

Your obedient servant,

(Sgd) A. E. DOUCET,  
*District Engineer.*

MATTAWA, Ont., May 16, 1909.

GORDON GRANT, Esq.,

Chief Engineer, Ottawa.

DEAR SIR,—In accordance with your request, I beg to report as follows on the progress of the work on District 'C,' from March 31, 1909, to March 31, 1910.

## SURVEYS.

Party No. 6 which had been sent out, as already reported, with the expectation of improving the line in the vicinity of the Atik and Megiskan rivers, were successful in reducing the distance by 1,180 feet, the curvature by 278 degrees, the excavation by 77,000 cubic yards, and the resulting estimated cost of construction by a very substantial amount.

In May, 1909, Mr. W. D. Robertson, who was transferred to the western end of the District, was succeeded by Mr. S. G. Smith, who finalized the line from mile 0 to mile 61, making further improvements. The party came out and were disbanded in October.

## CONSTRUCTION.

On Contract No. 13, from mile 0 to mile 114.97, no work has yet been done by the contractors, Messrs. Macdonell & O'Brien.

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Early in the year, 1909, the Grand Trunk Pacific Railway Company, who have the contract for construction from mile 114.97 to the western end of the District (this being part of Contract No. 14), with the consent of the Commissioners, appointed Messrs. Foley, Welch and Stewart their agents in place of the Reynolds Construction Company for all the work excepting clearing, and in September the clearing, which had been previously sublet to Messrs. Rogers & O'Brien, was also transferred to them.

From the opening of navigation the work has been vigorously prosecuted, large quantities of supplies have been transported by steamer from Matheson, Ont., and stored at the Okikodesik and Whitefish rivers, in the face of considerable difficulty, owing to rapids and low water in the Abitibi river.

Late in the season a new tote road was cut from Matheson, Ont., through to the Harricanaw river, some 127 miles in length. Over this it was then the intention to haul enough supplies to complete the grading on Contract No. 14, but the roads broke up about a month earlier than usual this year, in consequence of which they did not get all the supplies needed forwarded by team.

During the summer of 1909 and winter of 1910, a large force of men were engaged clearing the right-of-way and grading on Divisions 3 and 4. The clearing is all completed, and over 406,000 cubic yards of material placed in the embankments, composed of 1,913 cubic yards solid rock, 123,613 cubic yards loose rock, and 281,387 cubic yards common excavation, besides 111,235 feet of piles delivered and 15,700 feet driven.

The work is so far advanced on the western end of the District that there will be no likelihood of their delaying the track. At this date they have about 1,000 men engaged on the contract.

Mr. W. D. Robertson, with four Resident Engineers, has been in charge of construction on Division No. 4, and Mr. Geo. A. Butler, with three Resident Engineers, on Division No. 3.

Suitable buildings have been erected for the accommodation of the engineers and staff.

Our engineers' season's supplies, for the summer of 1909, which were last winter stored at the western end of Lake Abitibi, were distributed to their various destinations by steamer and canoe during the summer, small additional amounts being shipped in from Matheson, Ont., as required. During the past winter we had all supplies for the coming summer hauled out on the new tote road and delivered at the different residencies, and, with the exception of some stationery, had everything delivered before the roads broke up. Our main transport depot at Camp No. 2 on the Gatineau river, was closed on October 31, 1909, and the supplies left in charge of a responsible person there for the winter.

A quantity of unused can goods at our depot at Grand Lake Victoria, was recently sold, by authority of the general purchasing agent, to the Hudson's Bay Company, and the depot was closed up in February.

The Atik river, Bell river, East Abitibi, Harricanaw and Kenojevis cachés have also been closed up.

Two cachés only are now open; one at the Megiskan river and other at White-shore lake. At these places we have considerable amount of provisions on hand, and their continuance will serve to keep communication open throughout the most inaccessible part of the District. A temporary caché of supplies for party No. 6, at the head of the Mamaguish river, was burned about June last. Investigation proved there were no white men within ten miles of the spot at the time; so I am compelled to conclude that the fire, if of incendiary origin, was the work of Indians.

There have been no deaths and no cases of serious illness or accident among the employees of the Commission since my last report, and the contractors report no casualties on their work.

Yours truly,  
(Signed) A. N. MOLESWORTH,  
*District Engineer 'C.'*

## SESSIONAL PAPER No. 37

NORTH BAY, May 18, 1910

Mr. GORDON GRANT,  
Chief Engineer, Transcontinental Railway,  
Ottawa, Ont.

DEAR SIR,—As instructed in your letter of 10th inst., I beg to submit to you the following report on the work in this district for the fiscal year ending March 31, 1910.

## STAFF.

The writer was appointed District Engineer on October 6, 1909, in place of Mr. A. G. Macfarlane, promoted to be Inspecting Engineer. Owing to certain portions of the work being practically finished and new portions opening up, transfers and promotions have been made in the staff, Division Engineer Holland taking charge of Division III in addition to Division IV, Mr. Sunstrum being transferred from Division III to Division VI, and Mr. Pardee being promoted from residency No. 4 to be Division Engineer No. VII. The last two divisions named comprise the western end of Messrs. Fauquier's contract No. 15, and the eastern end Messrs. M. P. & J. T. Davis' contract No. 16, and have been opened up by the contractors and provided with the necessary residency buildings, Resident Engineer and parties, during winter of 1909-10.

## DISTRICT OFFICE.

The district office building at Cochrane was completed early last fall, and is now occupied by the Transport Officer, Division and Resident Engineers, Police Commissioner and their staffs. A standard section house has also been constructed at Cochrane, and is being used for sleeping quarters and mess room by the staff. This section house will eventually be turned over to the Grand Trunk Pacific Railway when they begin operating the road.

## TRACK MATERIAL.

Track material in sufficient quantity to complete Fauquier Bros., contract and the portion of the Grand Trunk Pacific contract on District 'D.' has been delivered at Cochrane. There is also piled in Cochrane yard track material for  $77\frac{1}{2}$  miles in addition to the above which is intended for use on the Grand Trunk Pacific contract in District 'D.'

## CONSTRUCTION.

*Contract No. 14.*—Grand Trunk Pacific Railway General Contractors. Towards the end of last fiscal year, the completion of this contract was undertaken by Messrs. Foley, Welch & Stewart as agents for the General Contractors, and excellent progress has been made, especially with the grading, during the year under review. At March 31, 1910,  $57\frac{1}{2}$  per cent of the total work called for in the contract had been executed; 15.53 miles of track had been laid, 8.51 miles being on main line from Cochrane eastward to Abitibi river crossing, and 7.12 miles in terminal yard at Cochrane and sidings. Track laying and concrete work were unfortunately seriously delayed by great difficulties being experienced in obtaining foundations for the centre pier of Abitibi River bridge during last fall. These difficulties were however surmounted, the substructure of the bridge completed, and erection of steel superstructure had commenced by March, 1910. Average daily force employed on this contract has been about 800 men and 80 horses, besides steam plant.

*Contract No. 15.*—E. F. & G. Fauquier, General Contractors. Grading on this contract from Cochrane (District mileage 103.65) to Ground Hog river (District mileage 154) is practically completed with the exception of train filling, and from District mileage 154 to west end of contract (District mileage 203.65) is making good progress. The track is laid throughout the first portion named, the total length of main line laid being 49.38 miles and of sidings 2.75 miles. Good progress has been made with concrete, the substructure for the large bridge at the Frederick-

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house river having been completed, and the substructure for the large bridge at the Mattagami river nearly finished, at March 31, at which date also the abutment and pier foundations at the Ground Hog River bridge were almost ready for concrete. Numerous concrete arch bridges and culverts are also finished throughout the first 50 miles of the contract. 39 per cent of all work on the contract finished at March 31, 1910. Average daily force employed has been about 980 men and 88 horses besides steam plant.

*Contract No. 16.*—(44.40 miles of this in District 'D') M. P. & J. T. Davis, General Contractors, transferred to Messrs. O'Brien, McDougall & O'Gorman. The latter firm were busy all last winter putting in supplies along the line to enable grading, &c., to be rushed next summer. The 44 miles in this district were fairly well covered with men, and grading had been commenced generally throughout that length, at March 31. Average daily force in March about 250 men.

#### TRANSPORT.

In summer of 1909 supplies were put in to the various residencies in small quantities as required, and in the early part of 1910 about 300 tons of supplies were freighted on the winter roads, principally to the residencies west of Ground Hog river (present end of steel) for use during the coming summer.

#### STEEL BRIDGES.

Contracts have been let for the following steel superstructures:—

Mistongo river, Dist. mileage,	77	to be completed	Nov. 1, 1909.
Abitibi river	95	"	Sept. 1, 1909.
Circle river	62.25	"	July 1, 1910.
Low Brush	62.5	"	" 1, 1910.
Brule creek	99	"	April 1, 1910.
Frederickhouse river	109.29	"	" 1, 1910.
Buskegow river	113.48	"	" 15, 1910.
Driftwood river	123.5	"	May 1, 1910.
Mattagami river	135.0	"	June 1, 1910.
Poplar Rapids river	141.5	"	" 15, 1910.
Wellington creek	149.25	"	July 1, 1910.
Ground Hog river	153.5	"	" 15, 1910.

#### FIRES AND DAMAGES TO TRANSCONTINENTAL RAILWAY PROPERTY.

No bush fires of any magnitude have been reported in vicinity of the right-of-way during year but from other causes the Division Headquarters at Circle river (Division II), and the cookery and bunk house (one building) at residency 4, Aylen river, were destroyed by fire at end of December, 1909.

#### ACCIDENTS AND SICKNESS.

I regret to have to report the death by drowning in the Missinabie river on July 1, 1909, of Messrs. G. Ekenstam and E. Q. Wordsworth, both employees of the Commissioners, particulars of which were sent your office at the time. Accidents to contractors' employees have been very few. All such brought to my notice have been duly reported to you as they occurred.

The general health of all our employees has been good. A few light cases of typhoid occurred during last fall, and one serious case which resulted in the death of Mr. W. E. Cole, instrument man on residency 10.

Yours very truly,

(Sgd.) G. L. MATTICE,  
*District Engineer 'D.'*

## SESSIONAL PAPER No. 37

NEPIGON, ONT., May 13, 1910.

GORDON GRANT., Esq.,  
 Chief Engineer, Transcontinental Railway,  
 Ottawa, Ont.

DEAR SIR.—In accordance with your instructions, I submit the following report for the fiscal year ending March 31, 1910.

## PROGRESS OF CONSTRUCTION WORK.

On contract No. 18, Messrs. E. F. and G. E. Fauquier, contractors, covering 75 miles from district mileage 160 to 235. Grading has been going on since last report to date and about 49 per cent of the contract is finished.

Inspections were made during the year by the Commissioners and Grand Trunk Pacific inspecting engineers, accompanied by myself, and pronounced satisfactory. An inspection was also made by the Commissioners' medical inspector, the report of which was made to you.

Supplies to last till June this year were sent in last fall, and about 800 men have been at work, principally on the east end of contract, which was opened up last winter.

The following concrete structures have been completed:—

Mile.	Description.
199.. . . . .	8 ft. arch.
199.. . . . .	6 "
201.. . . . .	17 "
202.. . . . .	20 "
204.. . . . .	8 "
205.. . . . .	8 "
206 .. . . .	6 "

Contract No. 19, which was let September 19, 1908, part of which is on this district, and for which O'Brien, Fowler & McDougall Bros. are the contractors, was started in December, 1909, and about 4.3 per cent of the work is done to date.

Contracts 16 and 17, this district, were let October, 1908, but no work has been done.

## ACCIDENTS AND SICKNESS.

No serious accidents have occurred among the engineering staff, but there was one case of typhoid.

I regret to report the death of Mr. Jas. Lothian, late transport officer, who died after a lingering illness.

Among the contractors' employees were the following deaths, all on contract No. 18:—

- April 14.—John R. Carmichael, dynamite explosion.
- “ 23.—John Hendricks, dynamite explosion.
- May 1.—E. A. Hugglap, suicide by hanging.
- May 6.—Wm. Saddler, killed by falling tree.
- August 25.—Geogon Givoanni, suicide, shot himself.
- June 18.—Frank Havise, nephritis.
- September 1.—John Archibald Hanlan, heart disease.
- October 7.—Austin Theodore Kendal, influenza.
- December 13.—Harold Vixstrom, typhoid.
- February 10.—Dominica Souci, dynamite explosion.
- February 10.—Francesco Sdao, dynamite explosion.
- February 10.—Jas. Murphy, dynamite explosion.

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## BUSH FIRES.

One serious bush fire occurred in June, 1909, cause unknown, which burned out one of the subcontractor's camps and all his summer supplies. No others to date.

## TRANSPORT.

Supplies for 8 residencies were put in to the head of Lake Nepigon (three of them being stocked for one year and balance for six months). These were moved by sleighs in the winter to the different residencies. Supplies were all distributed to the caches, mile 160 to east end of district.

## MAIL SERVICE.

A semi-weekly mail service was carried on last summer and a weekly one through the winter. This service has been satisfactory.

## MEDICAL SERVICE.

On contract No. 18, 75 miles, there are two hospitals each with a doctor and nurse, and a third just built on east end of contract, where a third doctor is stationed.

On contract No. 19 one hospital is built, to which a doctor is attached.

Yours truly,

(Sgd.) T. S. ARMSTRONG,  
*District Engineer.*

St. Boniface, Man., May 27, 1910.

Mr. GORDON GRANT,

Chief Engineer, Transcontinental Railway,  
Ottawa, Ont.

DEAR SIR,—I have the honour to submit the following report of the work done in District 'F,' from March 31, 1909, to March 31, 1910:—

There have been no parties on location during that period, the few points of revision having been made by the division and resident engineers on construction.

As the whole district is now under construction, and as the contracts are in consecutive numbers from the east to the west, I shall take up each contract separately from the east end of the district, giving the district mileage on each as well as the through mileage from Moncton.

CONTRACT NO. 19.

District mileage..... 0 to 105.3

The contractors are Messrs. O'Brien, Fowler & McDougall Brothers.

This contract comes under Division No. 2, from mile 0 to 40, and residences Nos. 6, 7, 8 and 9.

Division 3, from mile 40 to 78, residences 10, 11, 12 and 13.

Division 4, from mile 78 to 105.3, residences 14, 15 and 16.

*Division 2, Mile 0-40, W. W. Bell, Division Engineer.*

The clearing of the right-of-way has been done on the whole of this division, and the work of grading has been commenced in January, 1910 on residency 6, in December, 1909 on residency 7, in February, 1910, on residency 8 and in July, 1909, on residency 9. Great difficulty has been met with in order to get supplies and plant

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in that section which is the farthest away from railway and navigation, but a large amount of supplies were landed and stored at the northeast bay of Sturgeon lake, and at the northwest bay of Lake Nepigon, so that the whole of that distance was well equipped with men and supplies during the winter months.

Work on this division is now fairly well under way, and at the end of March about 15 per cent of grading was done.

There are no heavy structures on this division.

*Division 3, Mile 40-78, H. L. Bucke, Division Engineer.*

On March 31, 1909, the work on this division had just been opened at a few of the heaviest points. Since then the contractors have been working over the whole of the division, about 50 per cent of the grading being done.

All the heavy points on this division are well covered with men and plant.

*Division 4, Mile 78-105.3, H. J. MacKenzie, Division Engineer.*

The grading is 75 per cent done on this division.

The track has been laid from Superior Junction to the western end of this contract, mile 105.3, and tracklaying will be resumed shortly, the intention being to lay 50 miles of steel before October 15, 1910.

The principal structures on this contract are as follows:—

District Mileage.	No.	Size.	Description.	Remarks.
37.6	1	90 ft. x 15 ft....	Arch culvert.....	
19.7	1	20 ft. ....	Deck girder .....	Lookout river.
15.2	1	85 ft. ....	Arch culvert, reinforced.....	
29.6	1	20 ft. ....	Deck girder.....	Red Head river.
22.	1	80 ft. ....	" "	Rocky river.
99	2	30 ft. ....	Half deck girder.....	Allan water.
38	1	20 ft. ....	Plate girder.....	
49.2	1	4 yds. ....	Stream tunnel .....	Completed.
83.1	1	220 ft. ....	Through span .....	Sturgeon river.
95.4	1	20 ft. ....	Concrete arch.....	South river.

## CONTRACT No. 20.

District mileage..... 105.3 to 117.98  
Through mileage..... 1,534.02 to 1,546.69

The contractors for these 12.67 miles are Messrs. O'Brien, Fowler & McDougall Brothers.

This is still in Division 4, Residency 17.

The western end of this contract is at Lake Superior Junction.

The grading has been completed and the track laid over 12.5 miles of the same.

A good ballast pit has been opened at mile 114.5. The track has been surfaced, and the contractors, this winter, filled in three temporary pile bridges over deep muskegs.

One siding, 3,500 feet long, has been laid at the 109th mile, and a 'Wye' laid to connect with the Grand Trunk Pacific Railway Branch to Fort William.

The work of completing the ballasting and building the telegraph line will be carried on this spring.

## CONTRACT No. 20A.

District mileage..... 117.98 to 129.47  
Through mileage..... 1,546.69 to 1,558.18

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These 11.49 miles are also under contract to Messrs. O'Brien, Fowler & McDougall Brothers.

The grading, building of temporary trestles over the Sturgeon river and Sioux Lookout Crossing, telegraph line, track-laying and ballasting were completed by the Grand Trunk Pacific during the summer of 1909, as sub-contractors of Messrs. O'Brien, Fowler & McDougall Brothers.

Mr. A. M. MacGillivray, Assistant District Engineer, and Mr. Howard Brunless, Assistant Engineer, have had charge of the completion of the work since it has been transferred by the Grand Trunk Pacific to the Commissioners.

The line is in good shape for traffic purposes, but the contractors, Messrs. O'Brien, Fowler & McDougall Brothers, have still considerable work to do.

It has been decided to put in permanent structures at the Sioux Lookout and Sturgeon River crossings. This will take all this coming summer to complete.

The Sturgeon River crossing will require two abutments and two piers, which will be on pile foundations, but the south pier will be built on rock. It will require three through spans of 155 feet.

The Sioux Lookout crossing requires two abutments and one pier, of which the abutments will rest on the rock embankments, and pier sunk to rock bottom. The two through spans will be one of 180 feet and the other of 90 feet.

The grading of the divisional yard at district mileage 123.84 to 125.62 is progressing rapidly, but there is still considerable work to be done, and it will take all this coming summer before the water service, erection of an 18-stall roundhouse, and repair shop, as well as a station and freight shed can be completed. Still these works can all be prosecuted diligently without interfering with the traffic or the operation of the road.

#### CONTRACT No. 21.

District mileage.....	129.47 to 376.59
Through " .....	1,558.18 to 1,805.30

On this contract the work of all description is performed by Messrs. J. D. McArthur Company, Limited, except the stations, section houses and steel bridges.

The grading was practically completed by April 1, 1909. Since then the contractors have completed the track-laying from the junction with the west end of Contract No. 20A, district mileage 129.47, to the junction with the Dundee branch of the Canadian Northern railway in St. Boniface, district mileage 374. The line has received one first lift of ballast over the whole length, but about 15 miles, which has been well surfaced, lifted and lined, and a second lift over 65 miles from the west end.

The temporary trestles have all been filled, but three of them. The contractors had on March 31, two steam shovels working at them.

#### TELEGRAPH LINE.

The telegraph line, consisting of two wires, has been completed over the line.

#### WATER SERVICE, STATIONS, SECTION HOUSES AND SIDINGS.

The station and section houses are part of another contract, No. 24, given to Mr. J. J. Vanni, but they are embodied in the following table, which gives the mileage of the sidings and shows the respective position of the water tanks, class of stations and section houses, which have been or will be erected at various places:—

NOTE.—The underlined structures are completed.

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Through mileage from Moncton Centre at Siding	District mileage.	Tanks.	Stations.	Section houses.	Tool houses.	Remarks.
1,546·69	117·98	...	No. 2	...	...	
1,553·02	124·31	Tank.	...	One	No. 2.	
1,559·37	130·66	...	No. 3.	...	No. 1.	Station in progress.
1,565·72	137·01	...	No. 2.	One.	No. 2.	
1,573·72	145·01	Tank.	No. 2.	...	...	Station in progress. Tank, 50 p.c. done. Gravitation supply.
1,580·82	152·11	...	...	One.	No. 2.	
1,585·27	156·66	...	...	...	...	Tank, 50 p.c. done.
1,592·52	163·81	Tank.	No. 2.	...	No. 1	
1,598·87	170·26	...	...	One.	No. 2	
1,604·42	175·71	...	...	...	...	
1,611·27	182·55	Tank.	No. 2.	...	No. 1.	
1,619·17	190·46	...	...	One.	No. 2.	
1,628·37	199·66	...	No. 3.	...	No. 1.	
1,736·92	208·21	Tank.	No. 2.	One	No. 2.	Station and sec. house in progress.
1,643·92	215·21	...	...	...	...	
1,652·84	224·13	...	...	One.	No. 2.	

Through mileage.	District mileage.	Tanks.	Stations.	Section houses.	Tool houses.	Remarks.
1659·82	231·11	Tank.	...	...	No. 1.	Tank, 25 per cent done.
1667·17	238·46	...	No. 3.	...	No. 2.	
1671·97	243·26	...	...	One	...	
1676·77	248·06	Tank.	No. 1.	...	No. 2.	
1683·17	245·46	...	...	One.	No. 2.	
1691·17	262·46	Tank.	No. 2.	...	No. 2.	...
1697·22	268·51	...	...	One.	No. 2.	
1706·82	278·11	Tank.	No. 3.	...	No. 2.	
1712·77	284·06	...	...	...	...	
1720·81	292·10	...	...	One	No. 2.	
1728·52	299·81	Tank.	No. 3.	...	No. 2.	
1735·49	306·78	...	...	One.	No. 2.	
1740·81	312·10	...	No. 3.	...	No. 2.	
1750·67	321·96	Tank.	No. 1.	One.	No. 2.	
1757·77	329·06	...	No. 3.	...	No. 1.	
1765·27	336·56	...	No. 3.	...	...	
1775·20	346·49	Tank.	No. 2.	...	No. 2.	
1783·15	354·44	...	No. 3.	...	...	
1791·68	362·97	...	No. 2.	...	No. 2.	
1799·71	371·00	Tank.	No. 1.	One.	No. 2.	

NOTE.—Wherever the tanks are not constructed the contractors have temporary engines and tanks to supply locomotives.

## TUNNELS

There are five tunnels on this contract, situated as follows:—

Through mileage.	District mileage.	Length in feet.
1,594·37	165·66	325
1,641·87	213·16	525
1,643·27	214·56	525
1,682·97	255·26	556
1,688·87	260·16	613

1 GEORGE V., A. 1911

## STEEL BRIDGES.

The steel bridges on this contract are all erected, and are resting on concrete abutments and piers. The following table gives the mileage, number and length of spans at the different places along the line:—

Through Mileage.	District Mileage.	Name.	Length (clear).	Structure.
			Ft.	
1588·37	133·26	Edith creek.....	20	Plate girder.
1588·8	133·66	" .....	20	"
1635·27	206·56	Wabigon river .....	2-40	"
			1 90	"
1664·67	235·96	Spectacle lake.....	16	"
1672·61	244·9	McFarlane river.....	16	"
1685·17	256·46	" .....	100	"
1690·47	261·76	Winnipeg river.....	1-300	Through truss.
			1-100	"
1714·07	285·36	Rice creek.....	16	Plate girder.
1737·03	308·32	C.P.R. crossing.....	1-78	Half through girder.
			2-50	Plate girder.
1749·87	321·16	Whitemouth river .....	2-90	"
1764·87	336·16	East branch Brokenhead.....	90	Half through girder.
1771·47	342·76	West branch Brokenhead.....	60	"

The other permanent structures at crossings of rivers and streams are all concrete arches, ranging from 6' x 6' to 32' x 15'. I give below list and mileage of the four principal ones:—

Through Mileage.	District Mileage.	Name.	Concrete Arch reinforced with I beams.
			Ft.
1601·57	162·86	20-Mile creek.....	20 x 15
1677·27	248·56	McFarlane river.....	25 x 15
1680·87	252·10	" .....	32 x 15
1682·27	253·56	" .....	32 x 15

The other culverts vary in size from 6' x 6', 8' x 8', 9' x 10' to 11' x 14', of which there are fifteen.

There are three stream tunnels of your yard area.

## SESSIONAL PAPER No. 37

The permanent wooden bridges are as follows:—

Through Mileage.	District Mileage.	Name.	Length.	Structures.
			Ft.	
1561.97	136.07	Lily creek.....	165	Pile.
1600.17	174.27	.....	855	Frame trestle.
1632.62	107.72	.....	260	"
1639.87	213.97	.....	475	Pile trestle.
1672.17	243.47	Seal lake	45	"
1677.71	249	.....	525	"
1699.57	270.86	Long lake.....	550	Frame trestle.
1722.47	293.76	Gross lake.....	1,095	"
1723.77	295.06	Green lake.....	480	"
1734.27	305.4	Rennie river.....	2,130	Frame and pile trestle.
1737.47	308.76	.....	790	"
1770.66	341.95	.....	15	Pile trestle.
1786.17	357.46	Cook creek .....	45	"

## TERMINAL AND DIVISIONAL YARDS.

Part of the divisional yard at Redditt, district mileage 248, has been graded and balance will be completed this spring; the same consisting of train filling. The water supply, which is a gravitation supply from Armstrong lake, is completed and in working order.

The roundhouse, station and freight shed will be commenced as soon as the frost is out of the ground.

Ample siding room is provided for temporary working.

At the terminal yard east of St. Boniface, district mileage 370, there has been 18 miles of track laid, lifted and ballasted.

A 24-stall roundhouse, with turn-table and approaches, is all completed but the heating system, which is now being installed.

The water service for the terminal is being built under separate contract, and the pipes are laid from the Red river at St. Vital to our right-of-way about half the distance. The work will be resumed early this spring.

## CONTRACT No. 22—RED RIVER BRIDGE.

This contract made with Messrs. Haney, Quinlan & Robertson, of Winnipeg, Man., refers to the construction of a double track railway bridge across the Red river between St. Boniface and Winnipeg to include the east abutment on the St. Boniface side, and up to and including the crossing over Water street in the city of Winnipeg.

Work was started on the river piers on July 5, 1909, and on March 31, 1910, 6 piers (1 to 6 inclusive), were completed.

Approximately 15,460 cubic yards having been placed in these piers at that date.

There remains to be finished the retaining walls and street crossings up to and including the crossing of Water street, Winnipeg. This work is being carried on with day and night 'shifts' to have it completed at the earliest possible date.

## CONTRACT No. 23—TERMINAL SHOPS, DISTRICT MILEAGE 370.

The following is report from Mr. F. W. Walker, Superintendent of Terminal Shops:—

1 GEORGE V., A. 1911

'This contract is carried on by Messrs. Haney, Quinlan & Robertson.

'The foundations for all buildings covered by this contract were completed last fall.

'Steel erection on the locomotive shop commenced on December 31, 1909, and up to March 31, approximately 2,500 tons had been erected, consisting of all the general steel work for the locomotive shop and the frog and track shop, and more steel was arriving every week for the other buildings.

'The contractors continued their winter work of casting concrete cornices and copings in their work shop, and also built a great quantity of form work for the reinforced concrete construction to be started in the spring. In the last week of March work was started on the erection of these forms for the store house and oil house.

'A large quantity of window framing, cement and general supplies have also been received at the shops site ready for the opening of the work.'

I regret to have to record the death of seven men and three injured during the period of twelve months through accidents as per following list:—

Date of Accident.	Division.	Name.	Killed.	Injured.	Cause of Accident.
1909.					
July 13 .....	9	J. McLeod .....	1	1	Ran over by ballast train.
		Mike Fornerisk .....			
		Lesenutine Strougal .....			
October 29....	3	Alfred Gerdine .....	1	..	Flying rock.
December 9 ..	4	John Salo .....	1	..	Premature explosion.
		Name unknown .....		1	"
1910.					
March 16	3	James Miguacho .....			Explosion took place $\frac{1}{2}$ hour, springing hole. Supposed cause some dynamite did not explode after springing but was fired by loosened rock.
		Jas. Rosa .....			
		Steve Poscuale .....			
		L. Lauso .....			

## MEDICAL SERVICE.

There has been no complaint about the medical service, and every one seems to have been satisfied.

## POLICE.

The following is the report from the Commissioner of Police:—

PORT ARTHUR, ONTARIO, May 21, 1910.

The undersigned, Commissioner of Police, respectfully begs to submit his report for the fiscal year ending March 31, 1910.

The monthly average of constables employed on District 'F' was seven. These men patrolled some three hundred miles of road, with such regularity, that not a single crime of a serious nature was reported. The opening up of the eastern end of the district, far from the organized municipalities, was signalized by the advent of numerous whisky pedlars, and effective steps were taken to deal with these persons. Sixty-five convictions were recorded and the sum of \$2,566.70 collected as penalties. Forty rifles, guns and revolvers were seized and the revolvers confiscated. Six of the rifles and guns are still in my possession, the remainder having been returned to the owners when leaving the

## SESSIONAL PAPER No. 37

employ of the Commissioners. Eight hundred and twenty-six packages of liquor were seized and destroyed in accordance with those provisions of the Code relating thereto.

Yours faithfully,

(Sgd.) W. A. QUIBELL,  
*Commissioner of Police.*

Respectfully submitted.

Yours truly,

(Sgd.) S. R. POULIN.  
*District Engineer.*

## EXPENDITURE for the Year Ended March 31, 1910.

		Pay-rolls.	Accounts payable.	Contracts.
		\$      cts.	\$      cts.	\$      cts.
April,	1909 . . . . .	13,291 30	43,021 23	
May,	" . . . . .	95,056 80	80,099 48	1,345,725 93
June,	" . . . . .	99,993 59	132,298 66	1,267,557 10
July,	" . . . . .	104,245 95	82,157 25	1,144,285 18
August,	" . . . . .	110,156 57	634,723 23	1,818,383 79
September,	" . . . . .	101,653 73	376,857 81	2,578,505 09
October,	" . . . . .	107,752 91	177,828 19	1,652,749 73
November,	" . . . . .	106,844 86	106,524 43	1,684,050 19
December,	" . . . . .	100,381 93	125,361 59	1,888,113 94
January,	1910 . . . . .	94,056 78	144,936 83	1,683,709 01
February,	" . . . . .	89,499 43	96,574 36	776,100 64
March,	" . . . . .	95,771 94	98,479 24	854,468 92
April,	" . . . . .	83,739 33	76,018 37	518 16
		1,202,445 12	2,174,880 67	16,694,267 68

## SUMMARY.

Pay-rolls . . . . .	\$ 1,202,445 12
Accounts payable . . . . .	2,174,880 67
Contracts . . . . .	16,694,267 68
	20,071,593 47
Less amount deposited to the credit of the Receiver General . . . . .	103,466 61
	\$ 19,968,126 86

D. HOCTOR,  
*Chief Accountant.*

1 GEORGE V., A. 1911

STATEMENT of Expenditure for the year ended March 31, 1910.

## SUMMARY.

*Detailed statement attached.*

D. HOCTOR,  
*Chief Accountant.*

## STATEMENT of Liabilities on March 31, 1910.

Ten per cent reserved on contracts:—

Unclaimed cheques deposited to the credit of the  
Receiver General, viz.:—

For year 1904-05. . . . .	\$	170	35	
" " 1905-06. . . . .		168	85	
" " 1906-07. . . . .		2	10	
" " 1907-08. . . . .		2	05	
" " 1908-09. . . . .		812	35	
			-----	
			1,155	70
			-----	
Total. . . . .	\$	3,299,345	39	

D. HOCTOR,  
*Chief Accountant.*

## SESSIONAL PAPER No. 37

## STATEMENT of Expenditure from September, 1904, to March 31, 1910.

September 1904 to June 30, 1905. . . . .	\$ 778,363 63
For the year ended June 30, 1906, including the amount paid by the Finance Department to the Grand Trunk Pacific Railway Company for the survey east of Winnipeg taken over by the Commissioners, viz.: \$352,191.73. . . . .	1,831,263 50
Expenditure for the nine months ended March 31, 1907. . . . .	5,537,867 50
Expenditure for the year ended March 31, 1908. . . . .	18,910,449 41
Expenditure for the year ended March 31, 1909. . . . .	24,892,772 98
Expenditure for the year ended March 31, 1910. . . . .	19,968,126 86
 Total expenditure to March 31, 1910. . . . .	\$71,918,843 88

D. HOCTOR,  
*Chief Accountant.*

## STATEMENT of Expenditure for the year ended March 31, 1910.

## HEADQUARTERS—OTTAWA.

	DR.	CR.
Commissioners' department. . . . .	\$ 31,021 50	
Accounting department. . . . .	20,208 51	
Engineering department. . . . .	65,850 19	
Purchasing department. . . . .	11,413 65	
Supplies. . . . .	6,249 07	
Furniture and fixtures. . . . .	1,905 58	
Freight and express. . . . .	1,974 03	
Telegraph and telephone. . . . .	2,956 33	
Rent. . . . .	13,904 18	
Insurance. . . . .	1,079 45	
Travelling expenses. . . . .	5,693 46	
Advance account. . . . .	2,000 00	
General expenses. . . . .	47,753 43	
Medical service. . . . .	318 55	
Stock. . . . .		\$8,173 71
Per diem charges. . . . .	1,551 75	
Legal expenses. . . . .	6,455 90	
Ties. . . . .	2,961 33	
	\$223,296 91	\$8,173 71
Less credits . . . . .	8,173 71	
	\$215,123 20	

D. HOCTOR,  
*Chief Accountant.*

## STATEMENT of Expenditures for the year ended March 31, 1910.

DISTRICT 'A.'	DR.	CR.
Instruments.....		\$ 1,738 59
Supplies.....	\$ 28,066 06	
Engineering.....	185,337 05	
Camp outfit.....	278 88	
General expenses.....	52,583 91	
Freight and express.....	1,470 55	
Medical service.....	93 70	
Right-of-way and station grounds.....	59,631 54	
Furniture.....	455 98	
Grading.....	2,802,048 30	
Clearing.....	16,983 34	
Grubbing.....	42,180 50	
Bridges, trestles and culverts.....	1,157,222 71	
Ties.....	206,542 56	
Rails.....	467,298 93	
Crossings, cattle-guards and signs.....	5,456 52	
Track fastenings.....	81,813 00	
Track laying and surfacing.....	50,550 17	
Frogs and switches.....	20,288 17	
Interlocking or signal apparatus.....	6,600 00	
Fencing right-of-way.....	47,802 71	
Telegraph lines.....	16,715 91	
Legal expenses.....	788 87	
Ballast and ballasting.....	134,822 26	
Water stations.....	28,750 14	
Yards and terminals.....	279 25	
Tunnels.....	26,955 46	
Contract reserve.....	442,734 62	
	\$5,441,016 47	\$444,473 21
Less credits.....	444,473 21	
	\$4,996,543 26	

D. HOCTOR,  
*Chief Accountant.*

## SESSIONAL PAPER No. 37

## STATEMENT of Expenditure for the year ended March 31, 1910.

*District 'B.'*—

	DR.	CR.
Instruments . . . . .		\$2,205 60
Supplies . . . . .	\$ 46,071 28	
Engineering . . . . .	251,489 84	
Camp outfit . . . . .	3,091 87	
General expenses . . . . .	56,345 04	
Freight and express . . . . .	5,412 04	
Clearing . . . . .	29,528 00	
Bridges, trestles and culverts . . . . .	848,872 21	
Grading . . . . .	3,475,335 86	
Grubbing . . . . .	9,972 70	
Ties . . . . .	167,439 61	
Yards and terminals . . . . .	610 00	
Frogs and switches . . . . .	8,586 11	
Track laying and surfacing . . . . .	28,933 40	
Ballast and ballasting . . . . .	53,505 40	
Contract reserve . . . . .		307,964 89
Furniture . . . . .	540 08	
Right-of-way . . . . .	130,333 40	
Water stations . . . . .	22,582 82	
Medical service . . . . .	26 50	
Fencing right of way . . . . .	41,034 71	
Rails . . . . .	352,920 24	
Track fastenings . . . . .	65,376 93	
Legal expenses . . . . .	279 85	
Crossings, cattle guards and signs . . . . .	3,837 85	
Telegraph lines . . . . .	19,917 63	
Station buildings and fixtures . . . . .	1,367 22	
	<hr/>	<hr/>
	\$5,623,410 59	\$310,170 49
Less credits . . . . .	310,170 49	
	<hr/>	<hr/>
	\$5,313,240 10	

D. HOCTOR,  
*Chief Accountant.*

1 GEORGE V., A. 1911

## District 'C':—

	Dr.	Cr.
Engineering . . . . .	\$ 41,601 37	
Instruments . . . . .	832 62	
Supplies . . . . .	14,425 16	
Camp outfit . . . . .	1,721 84	
Furniture . . . . .	636 78	
Contract reserve . . . . .	. . . . .	\$32,293 37
Grading . . . . .	222,361 00	
Clearing . . . . .	56,338 50	
Ties . . . . .	30,133 65	
Bridges, trestles and culverts . . . . .	4,564 55	
Grubbing . . . . .	9,852 80	
Freight and express . . . . .	1,150,79	
Medical service . . . . .	40 65	
General expenses . . . . .	9,497 84	
	<hr/>	<hr/>
	\$393,157 55	\$32,293 37
Less credits . . . . .	32,293 37	
	<hr/>	<hr/>
	\$360,864 18	

## SESSIONAL PAPER No. 37

## STATEMENT of Expenditure for the year ended March 31, 1910.

*District 'D.'—*

	DR.	CR.
Instruments.. . . . .	\$ 1,036 77	
Supplies.. . . . .	29,642 68	
Engineering.. . . . .	108,972 21	
Camp outfit.. . . . .	7,277 59	
General expenses.. . . . .	38,309 47	
Freight and express.. . . . .	2,992 63	
Clearing.. . . . .	50,513 30	
Bridges, trestles and culverts.. . . . .	706,091 05	
Grading.. . . . .	1,599,385 82	
Rails.. . . . .	639,296 60	
Grubbing.. . . . .	61,983 60	
Track laying and surfacing.. . . . .	37,054 98	
Ties.. . . . .	264,433 81	
Yards and terminals.. . . . .	4,002 41	
Frogs and switches.. . . . .	20,222 57	
Ballast and ballasting.. . . . .	49,590 61	
Contract reserve.. . . . .		\$272,043 71
Furniture.. . . . .	1,133 37	
Right-of-way and station grounds.. . . . .	2,118 90	
Track fastenings.. . . . .	109,695 91	
Crossings, cattle-guards and signs.. . . . .	650 00	
Medical service.. . . . .	19 16	
Miscellaneous structures.. . . . .	11,042 13	
Water stations.. . . . .	5,993 08	
	<hr/>	<hr/>
	\$3,751,458 65	\$272,043 71
Less credits .. . . . .	272,043 71	<hr/>
	\$3,479,414 94	

D. HOCTOR.

*Chief Accountant.*

1 GEORGE V., A. 1911

## STATEMENT of Expenditure for the year ended March 31, 1910.

*District 'E.'*—

	DR.	CR.
Supplies...	\$ 12,785 51	
Engineering...	44,734 45	
Camp outfit...	852 25	
General expenses...	6,027 06	
Freight and express...	1,115 49	
Clearing...	13,772 55	
Grading...	717,750 11	
Grubbing...	22,116 90	
Bridges, trestles and culverts...	124,913 75	
Contract reserve...		\$87,774 31
Ties...		135 10
Furniture...	10 20	
Instruments...	385 13	
Ballast and ballasting...	650 00	
Medical service...	121 10	
	<hr/>	<hr/>
	\$945,234 50	\$87,909 41
Less credits...	87,909 41	
	<hr/>	<hr/>
	\$857,325 09	

D. HOCTOR,  
*Chief Accountant.*

## SESSIONAL PAPER No. 37

## STATEMENT of Expenditure for the year ended March 31, 1910.

*District 'F'—*

Instruments	...	...	...	...	...	\$90 70
Supplies	...	...	...	...	\$ 53,620 35	
Engineering	...	...	...	...	208,011 93	
Right-of-way and station grounds	...	...	...	...	67,940 67	
General expenses	...	...	...	...	96,743 28	
Freight and express	...	...	...	...	6,053 86	
Camp outfit	...	...	...	...	3,263 39	
Grading	...	...	...	...	2,316,194 68	
Clearing	...	...	...	...	54,505 08	
Grubbing	...	...	...	...	11,531 84	
Bridges, trestles and culverts	...	...	...	...	746,814 13	
Rails	...	...	...	...	217,367 02	
Track fastenings	...	...	...	...	46,717 39	
Ties	...	...	...	...	84,590 44	
Medical fees	...	...	...	...	89 80	
Frogs and switches	...	...	...	...	32,412 17	
Water stations	...	...	...	...	38,445 47	
Shops, round-houses and turn-tables	...	...	...	...	522,766 76	
Station buildings and fixtures	...	...	...	...	59,141 43	
Contract reserve	...	...	...	...	264,939 27	
Track laying and surfacing	...	...	...	...	82,696 21	
Tunnels	...	...	...	...	3,300 00	
Ballast and ballasting	...	...	...	...	209,072 97	
Fencing right-of-way	...	...	...	...	3,807 39	
Crossings, cattle-guards and signs	...	...	...	...	1,577 80	
Telegraph line	...	...	...	...	40,546 21	
Yard and terminals	...	...	...	...	4,912 16	
Legal expenses	...	...	...	...	331 76	
Furniture	...	...	...	...	871 01	
					\$4,913,325 20	\$265,029 97
Less credits	...	...	...	...	265,029 97	
					\$4,648,295 23	

## STATEMENT of Expenditure for the year ended March 31, 1910.

*District 'B'—Transport—*

Pay-roll	...	...	...	...	...	\$7,688 60
General expenses	...	...	...	...	...	375 57
Travelling expenses	...	...	...	...	...	331 67
Supplies	...	...	...	...	...	37 50
Freight and express	...	...	...	...	...	5,709 80
Camp outfit	...	...	...	...	...	26 00
						\$14,169 14

1 GEORGE V., A. 1911

## STATEMENT of Expenditure for the year ended March 31, 1910.

## District 'C'—Transport—

Pay-roll...	\$17,607 95
General expenses...	1,311 99
Travelling expenses...	889 27
Supplies...	1,870 33
Freight and express...	4,585 14
Camp outfit...	380 75
Medical service, &c...	45 85
	—————
	\$26,691 28

## STATEMENT of Expenditure for the year ended March 31, 1910.

## District 'D'—Transport—

Pay-roll...	\$ 6,831 15
General expenses...	5,206 83
Travelling expenses...	303 23
Supplies...	4,594 10
Freight...	9,513 84
Camp outfit...	830 97
	—————
	\$27,280 12

## STATEMENT of Expenditure for the year ended March 31, 1910.

## District 'E'—Transport—

Pay-roll...	\$ 7,000 90
General expenses...	409 86
Travelling expenses...	455 90
Supplies...	217 61
Freight and express...	2,157 63
Camp outfit...	7 80
	—————
	\$10,249 70

## STATEMENT of Expenditure for the year ended March 31, 1910.

## District 'F'—Transport—

Pay-roll...	\$ 6,939 05
General expenses...	1,906 00
Travelling expenses...	361 00
Supplies...	43 89
Freight and express...	2,352 51
Camp outfit...	368 88
Furniture...	11 25
	—————
	\$11,982 58

## SESSIONAL PAPER No. 37

## STATEMENT of expenditure for the year ended March 31, 1910.

*Location—District 'C.'*

Engineering.. . . . .	\$6,417	85
Supplies.. . . . .	425	76
Camp outfit.. . . . .	59	35
General expenses.. . . . .	12	45
Medical service.. . . . .	13	90
Freight and express.. . . . .	18	73
		—
		\$6,948 04

D. HOCTOR,  
*Chief Accountant.*

OTTAWA, June 16, 1910.

*To the Commissioners of the Transcontinental Railway:*

GENTLEMEN,—I have the honour to submit the following statement of purchases made in the different provinces of Canada, and also in Great Britain and the United States, during the fiscal year ending March 31, 1910.

Prince Edward Island.. . . . .	\$	133	40
Nova Scotia.. . . . .		10,614	38
New Brunswick.. . . . .		17,153	82
Quebec.. . . . .		197,319	42
Ontario.. . . . .		154,603	57
Manitoba.. . . . .		19,438	50
Saskatchewan.. . . . .		311	56
Alberta.. . . . .		560	56
British Columbia.. . . . .		29,501	21
United States.. . . . .		9,630	93
Great Britain.. . . . .		955	56
			—
			\$440,222 91

I have the honour to be,  
Your obedient servant,

A. L. OGILVIE,  
*General Purchasing Agent.*





